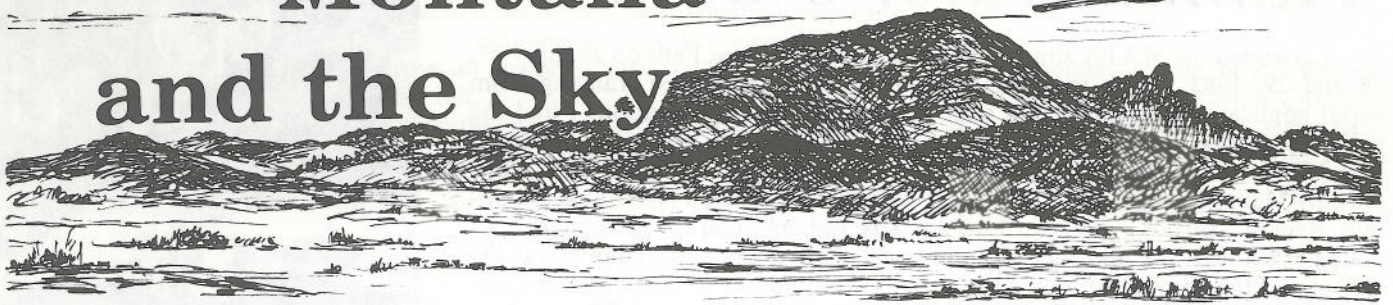


Montana and the Sky



Vol. 34, No. 2

MONTANA AERONAUTICS DIVISION

February 1983

Governor Appoints Three Board Members

Appointments by Governor Schwinden in January bring the Aeronautics Board to its full complement of seven members. Appointed by the Governor were Mike Strand of Kalispell to fill the aviation education position, Terry Marshall of Big Sky Airlines in Billings to fill the airlines position, and Sig Ugrin of Miles City, reappointed to fill the position representing the fixed base operators.

Mike Strand was born in Plentywood and raised on a farm near Reserve. He graduated from high school in Medicine Lake and attended Montana State University in

Bozeman from which he graduated in 1952 with a degree in agricultural economics. He was commissioned a Second Lieutenant with the U. S. Army Reserve, saw active duty with the Army from 1952 to 1964 and separated with the rank of Captain. He attained the rank of Major with the Montana National Guard from which he retired in 1979. He received the Master Army Aviator badge in 1975.

Mike began his business in Kalispell in 1965. He owns and operates Strand Aviation. He is a member and past president of MATA, a member of NATA, and a member of Kalispell's Rotary Club. Mike is rated for both single and multi-engine land, single engine sea, has commercial, instructor, and instrument ratings with helicopters. He has logged more than 14,000 hours of flying time. Mike, his wife Marilyn, and their family live in Kalispell.

Terry Marshall is the president and chief executive officer of Big Sky Airlines with headquarters in Billings. He was born in Kalispell. Terry received a degree from Montana State University in Bozeman in economics and business. He then attended Oregon State University in Corvallis and received a master's degree in economics.

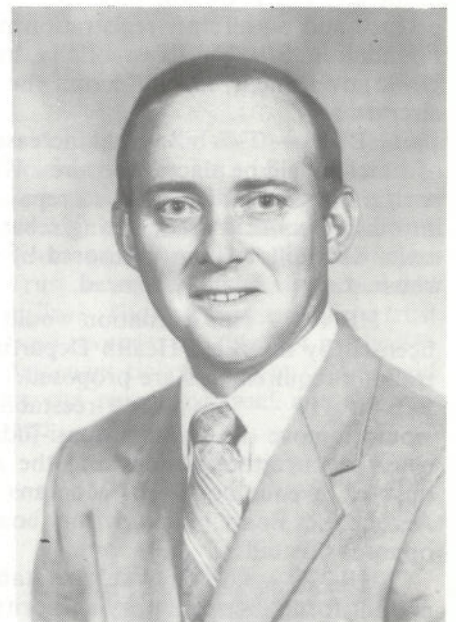
Terry served as a marketing analyst for the Ford Motor Company and then worked as a research associate for TAP, Inc., economic consultants

in Bozeman. He served as manager of regulatory affairs for Hughes Airwest in San Francisco and then as their director of route planning and regulatory affairs. Terry joined Big Sky Airlines in 1979 as director of market planning. In 1980 he became vice president of planning and chief operating officer and later in 1980 was named president and chief executive officer. He and his wife Patricia and their family live in Shepherd.

(Continued on Page 3)



Mike Strand



Terry Marshall

Administrator's Column

I attended the MATA annual convention held in Great Falls on January 27, 28 and 29, 1983. Many meaningful programs were presented, ranging from aerial application to federal and state legislation affecting aviation. I had the privilege to serve on a panel along with Jim Monger of TAP, Inc., Bozeman; Jeff Morrison of Morrison Flying Service, Helena; Joe Atwood, Great Falls Airport Manager, and Chuck Foster, Director of the FAA's Northwest Mountain Region, Seattle. The panel topics sparked an interesting exchange of dialogue between the audience and the panel participants. Attendance was excellent and the convention was a big success. I would like to congratulate Convention Chairman Martin Elshire of Aerotronics II, President Ed Obie of Obie Flying Service, Secretary Karen Lathrop and all of the others instrumental in providing a successful, well-planned convention.

* * * *

Governor Schwinden recently announced two new appointments and one reappointment to the Aeronautics Board. Mike Strand of Strand Aviation in Kalispell was appointed to fill the aviation education position previously held by Richard O'Brien of Conrad. Terry Marshall of Big Sky Airlines in Billings was appointed to fill the airline position previously held by Bruce Vanica of Northwest Airlines in Billings. Sig Ugrin of Miles City Aero in Miles City was reappointed to fill the fixed base operators position. All three appointments are for four-year terms. I would like to welcome and congratulate our new Board members, Mike and Terry, and congratulate Sig on his reappointment.

* * * *

Following is an update on the legislation we are aware of which in some way affects aviation:

SB 212 — This bill will amend the existing pilot and aircraft registration law to allow the registration of both ultralight pilots and aircraft. Language in the present law states that pilots (also aircraft) must register their effective license, certificate, or permit issued by the U.S. government with the state. Inasmuch as ultralight pilots and aircraft have no license, certificate or permit issued by the FAA, they are unable to comply with the state law which requires the registration of any contrivance used or designed for navigation of or flight in the air. The FAA will very soon be approving both an ultralight pilot competence and an aircraft registration program sponsored by the AOPA Safety Foundation. SB 212 will essentially, by adding the words "or approved" by the U. S. government, merely permit the registration of both ultralight pilots and aircraft.

HB 573 — This bill would increase the aviation fuel tax by 1¢ per gallon, all of which would be placed into a revolving trust account to be used solely for airport grants and loans. All loan repayments, including interest, would go back into this account. An escalating rebate would be permitted for high gallonage users. This bill is being sponsored by the Governor's Council on Management whose study indicated the need.

HB 479 — This legislation would require all air ambulance operators to be licensed by the State Health Department. Stringent equipment and personnel training requirements are proposed.

SB 119 — This would reestablish the Montana Aeronautics Board but would remove the Board's quasi-judicial authority to regulate now CAB certificated intrastate airlines and the authority to approve the issuance of industrial revenue bonds for Montana based airlines. SB 119 would change the Aeronautics Board to an advisory board only. The Montana Aeronautics Board opposes this bill.

HB 776 — This bill would reestablish the Montana Aeronautics Board in its present form and regulatory authority with some minor changes: (1) repeal the Board's authority to regulate the rates, charges, and schedules of intrastate air carriers; (2) the requirement for chamber of commerce representation be ex-



Montana and the Sky
USPS 359 860
DEPARTMENT OF COMMERCE
Ted Schwinden, Governor
Gary Buchanan, Director

Official Monthly Publication
of the
AERONAUTICS DIVISION
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Box 5178
Helena, Montana 59604
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MONTANA AND THE SKY is
published monthly in the interest of
aviation in the State of Montana.
Second-Class postage paid at
Helena, Montana 59604
Subscription \$2.00 per year
Editor: Martha E. Kurtz



ADMINISTRATOR'S COLUMN — Continued

panded requiring someone from business aviation; (3) the requirement of the League of Cities and Towns representation would be expanded requiring someone involved in the operation of a municipal airport; (4) require that the Aeronautics Board review and approve all airport grants and loans. The Montana Aeronautics Board supports this bill.

SB 336 — This is legislation that would revise aerial hunting laws to include prohibition on harassment of livestock and penalties and forfeiture of personal property for illegal hunting of wild animals.

HB 341 — This is a bill which would revise the present tax collection procedures to require that auto and aviation fuel taxes be collected by the final vendor. The vendor, in turn, would have to pay the Department of Revenue. This bill was killed in the House committee.

SB 408 — This would provide a license in lieu of personal property taxation. This bill would charge a flat 1% of the average wholesale value; and of the amount collected by the county treasurers, 1½% would go to the Aeronautics Division for enforcement of the aircraft registration law. There are presently fewer than 1,400 aircraft registered in Montana, while the FAA register shows about 3,200. This bill will also provide the same license fee for migratory aircraft on a pro-rated monthly basis.

HB 636 — This bill would require pilots departing from Montana public use airports carrying passengers over 100 nautical miles to file VFR flight plans.

Aeronautics Division Hosts FAA Hangar Session

Mr. Charles Foster, director of the Northwest Mountain Region of the FAA, will be bringing several of his key division managers to Billings to the Sheraton Hotel to conduct a hangar session with Montana pilots.

According to Mr. Foster, "These sessions have been very successful in increasing communication between the users of the aviation system and those of us who provide the service. We have found that the information and feedback we get at these meetings are instrumental in helping us evaluate our operations."

After a brief statement from each of FAA's division managers on the current status of projects and future plans, an open-mike discussion will follow where those people present will be able to ask questions and raise concerns with key regional FAA managers.

The session will be held March 11 at 7:00 p.m. and be in conjunction with the Montana Aeronautics Division's Flight Instructor Refresher Clinic being held March 12-14 at the Sheraton in Billings.

CALENDAR

March 12 - 13 — MAAA Meeting, Bozeman.

March 12 - 14 — Flight Instructor Refresher Clinic, Billings (AOPA - 3 days - Sat., Sun., Mon.).

May 14 - 15 — MAAA Meeting, Laurel/Billings.

June 3 - 5 — MPA Convention, Bozeman.

June 19 - 24 — Flying Physicians Association - Jackson Lake Lodge, Grand Tetons.

July 10 — Aviation Day/Open House, Missoula.

July 15 - 17 — Schafer Meadows Fly-In.

July 22 - 24 — Antique Fly-In.

Magazine Subscriptions Open

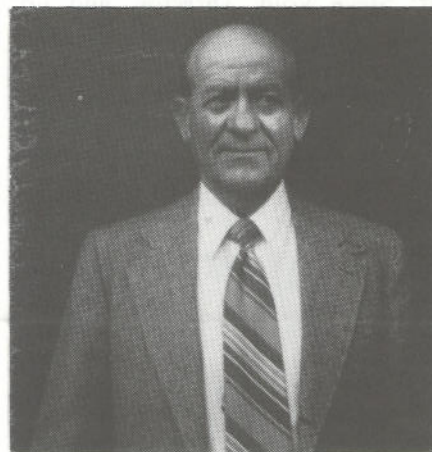
The circulation list for Air & Space, the NASM magazine for educators, is open for new subscribers. Those educators who are interested should send requests on school stationery to: Air & Space, Room P-700, Education Services Division, National Air and Space Museum; Smithsonian Institution, Washington, D.C. 20560.

BOARD MEMBERS —

Continued

Reappointed to the Board was C. R. "Sig" Ugrin from Miles City. Sig is owner of Miles City Aero and manager of the Frank Wylie Field there. His sons, Joe and Greg, are involved in business with him.

Sig is a member and past president of MATA and a member of the MPA and MAMA. He recently received the FBO of the Year award at the Montana Aviation Trades convention held in Great Falls. Sig and his wife Marguerite have four children and live in Miles City.



Sig Ugrin

OF INTEREST

A report in Business Aviation Weekly makes note of the fact that the elimination of the excise tax on aircraft tires and tubes ends the only direct contribution to the Aviation Trust Fund made by the scheduled airlines. The vast majority of the trust fund revenues are paid for by the 8% passenger ticket tax, but that is paid by the passengers and not the carriers.

Business Aviation Weekly
January 3, 1983



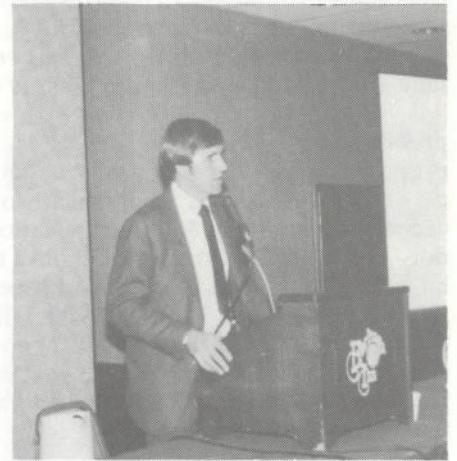
MATA Convention Held In Great Falls

The 1983 annual meeting of the Montana Aviation Trades Association was held at the Heritage Inn in Great Falls on January 27, 28 and 29. Speakers included guests from the FAA's Northwest Mountain Region office in Seattle, the National Aviation Trades Association, and the National Agricultural Applicators Association.

Elected as officers for the ensuing year were Bob Palmersheim, President; Phil Cadwell, Vice President; Tom Crippen, Director; Garry Martin, Director; Jerry Mamuzich, Director; Steve Vold, Director, and Ed Obie, Director. Karen Lathrop continues as Executive Secretary.



Sig Ugrin from Miles City receives the FBO of the Year Award from President Ed Obie.



Keith Kelly, Director of the Montana Department of Agriculture, gives a presentation on pesticide control.



Beverly Draughon of the National Aviation Trades Association gives the banquet address.



Enjoying the banquet are (from left) Cecil Ice, NAAA, Mareita and Bob Palmersheim, Billings, and Beverly Draughon, NATA.



Chuck Foster, Director of the Northwest Mountain Region of the FAA, visits with Bill Ferguson of Yellowstone Air Service in Big Timber.



Cecil Ice, NAAA from South Dakota, delivers a luncheon address on legislative involvement.



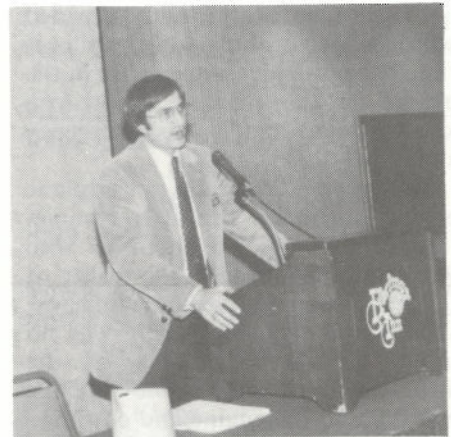
Jeff Morrison, Helena, (left) and Steve Vold, Missoula, pose for the cameraman.



Paul Cary of the FAA (left) and Chuck Foster (right) chat with Dorothy and Ray Curtis during a break in the session.



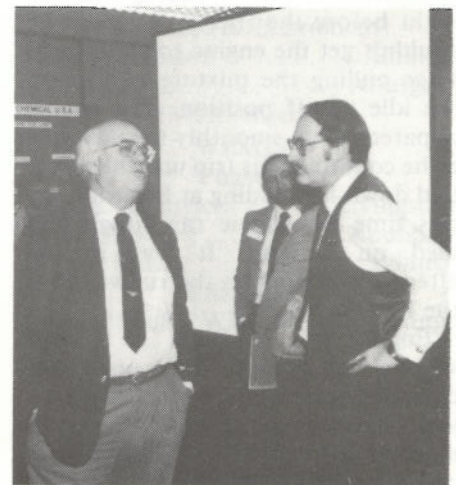
Sharing the head table are (from left) outgoing President Ed Obie, Gail Obie, Ruby Elshire, and Convention Chairman Martin Elshire.



Thomas Imrich of the FAA's Northwest Mountain Region addresses a session.



Jesse Appedaile, Pat Doyle, Bob Palmersheim and Ernie Downs enjoy a joke during the cocktail hour.



Ray Curtis, Billings, exchanges views with Chuck Foster.

Engine Fires Demand Quick Action



**By: Patty Mitchell, Supervisor
Aviation Safety & Compliance**

FIRE! One of the most dreaded words in the vocabulary of the pilot is fire. If your engine was on fire in the air or on the ground, would you know how to handle this emergency situation?

Recently, in Belgrade, an airplane engine caught on fire after completion of a flight. To all of us who witnessed this incident, the reality of this happening to us at some time was sobering. Fortunately, there was no injury to the occupants of the airplane, but considerable damage was done to the engine and cowl.

We should all be aware of warning signs that might lead to the possibility of fire and know steps to take in case fire occurs. In the incident at Belgrade, the pilot reported that the night before the trip to Belgrade he couldn't get the engine to shut down after pulling the mixture control to the idle cutoff position. The engine apparently ran smoothly the next day as he continued his trip until he throttled down for landing at Belgrade. At this time his engine ran rough and died on landing. It was in the attempted restart on the runway that the fire started.

Engine fire in flight is a very serious emergency and one that demands immediate action. Consult your operations manual for recommended procedures. The number one priority is to *get the airplane on the ground as quickly as possible*. Shut off the fuel to the engine, close the

heater, carburetor heat, and try to blow the flames out as recommended in your operation manual.

Fortunately, most engine fires do not occur in flight but during starting. The over-rich mixture in the carburetor or injector is pre-ignited in the cylinders and causes the engine to run backward (backfire). When this happens the burning mixture inside the cylinder is allowed to escape through the intake valve into the induction system. The flame front then moves upstream into the injector or carburetor, resulting in a bang and/or visible flame.

Operator's manuals differ in the procedures for dealing with engine fires on the ground. Most experienced pilots and FAA-designated pilot examiners agree that if you suspect an engine fire, you should continue to crank in an attempt to get a start which would suck the flames and accumulated fuel through the carburetor or induction system and into the engine. Many times this will get rid of the accumulated fuel. Of course, if this does not work, crank until the battery is dead, then turn off the fuel, mags, and master and get your fire extinguisher.

The main point is to remain calm and think. If you have tried everything to put out the fire, get away from the airplane and leave it to the fire crew or ground personnel.

Modern aircraft engines are not as subject to fire as the old radial engines, but we must be aware of possible hazards in regard to fire and know what to do if this does happen. Consult your manual and talk to other pilots who might have experienced a fire emergency.

Of course, prevention is the most important way of making engine fire less likely. Under air taxi FAR Part 135, all engine fuel and oil carrying hoses must be changed at each engine overhaul. All of these hoses are inspected at each annual. Air taxi aircraft must have a fire extinguisher on board. Would this be a good practice in your aircraft?

FAA Cautions of Winter Fuel Hazards

The onset of winter weather always brings with it some very special flying problems and one of them is water contamination of fuel supplies.

The Federal Aviation Administration has issued an Advisory Circular reminding pilots and especially aviation fuel suppliers that fuel contaminated by water can cause engine power loss and lead to accidents.

Noting that some engine failures may have resulted from contaminated fuels, the agency cautioned users that freezing temperatures (on the ground or in the air) may turn suspended water or accumulated water in aviation fuels to ice, restricting or stopping fuel flow.

Another source of free water is condensation from the air which occurs when the air contacts the cold walls of fuel cells. This can be minimized by keeping tanks filled and reducing the area exposed for condensation.

Although additives may help correct the problem, they often do not entirely protect the engine from possible failure or damage and, in some cases, may not be compatible with the fuel or materials in the fuel system, the FAA said. Some additives may even be harmful to other parts of the engine or fuel system, so the agency recommends that only additives approved by the engine manufacturer or FAA be used, and that they be blended into the fuel at the time of delivery to the aircraft.

The FAA also recommends that pilots and aviation fuel suppliers consult the FAA's Advisory Circular (AC) 20-43, Aircraft Fuel Control, for further information and recommended procedures. It further cautions that only the fuel recommended by the engine and aircraft manufacturer be used.

Additionally, aircraft fuel sumps should be drained regularly with

(Continued on Page 7)

Summer Workshop Schedule Set

The Montana Aeronautics Division is sponsoring Aerospace Education Workshops at eight locations in Montana during the summer of 1983.

If you know a teacher in Montana who is interested in aviation or aerospace, pass along this information. Applications should be made as soon as possible to the workshop of their choice.

Teachers interested in any of these workshops may contact the individual workshop director or the col-

lege and request an application form. These courses are for three or four quarter hour credits and are sure to be among the most interesting and rewarding classes available.

The Montana Aeronautics Division will provide \$100 scholarships to each selected Montana teacher who is currently teaching in an elementary or secondary school. Scholarships are paid directly to the college or university to defray the cost of the course. Each workshop is limited to 30 scholarship recipients.

College/University	Workshop Location	Director
Carroll College	Helena June 13 - 24	Patricia Johnson 443-2240
Montana State University	Bozeman June 13 - 24	Stan Easton 994-4752
University of Montana	Kalispell June 13 - July 1	Russ Larson 257-2389 755-7130
Northern Montana College	Havre June 15 - 17 & June 22 - 24	Ron Kologi 265-9094
Eastern Montana College	Great Falls June 7 - 17	JoAnn Eisenzimer 468-2338
Eastern Montana College	Billings June 7 - 17	Dorothy Curtis 252-7858
Montana Tech	Butte June 13 - 24	Bob Conklin 494-3902 792-8321
Dawson Community College	Glendive June 20 - 24	Kristy Bick 256-0043

WINTER FUEL HAZARDS . . .

periodic inspection and cleaning of fuel strainers and carburetor bowls as recommended by the aircraft and/or engine manufacturer.

The Advisory Circular recommends the aviation fuel suppliers maintain a checklist for their storage facility and refueling equipment as follows:

- Check incoming fuel for quality and contamination.
- Make daily or at least weekly inspection of fuel quality for water and contamination content.
- Monitor filter separators of the fuel storage system upon each delivery for proper differential

pressure readings.

d. Inspect system filters as frequently as necessary to ensure clean fuel.

e. Assure proper filtering of fuel from storage system to refueling equipment.

Because turbine (jet) fuels are of higher viscosity and greater density than gasoline, they hold water in suspension for longer periods. It is, therefore, important to provide adequate settling-out time prior to dispensing fuel from storage tanks. This allows suspended water to settle to the bottom of tanks where it can be drained or pumped out.

CONGRATULATIONS!

FAA Certificates Issued Recently to Pilots

PRIVATE

Lonnie O'Bannon Lolo
John Gross Pony
Perry Thompson Bozeman
Matthew Smith Hamilton
Raymond Beck Great Falls
Gary Curry Great Falls
Daryl James Great Falls
Larry Bieber Fairview
Martin Suckstorff Sidney
Max Thomason Plentywood
Darrell Frideres Havre
Alex Smith Lavina
Douglas Mohr Park City
Gary Ostahowski Hardin

COMMERCIAL

Michael Schwartz Butte
John Stocker Great Falls
(Helicopter)

INSTRUMENT

John Stocker Great Falls
(Helicopter)
Steven Long Helena
Joseph Wickle Clancy

MULTI-ENGINE

Larry Benedict Bozeman
Clarence Kinna Fairfield
Lee Plummer Billings

ATP

David Enebo Glasgow

INSTRUCTOR

Robert Van Meter East Helena
(Advanced & Instrument)
Donald Johnson Billings
David Enebo Glasgow
(Multi-engine)

WINGS

Phase I

Harold Matovich Livingston
M. D. Brewer Roundup
Brenda Spivey Billings

Phase III

H. F. "Mick" Wilson Billings



Briefing Format Outlined

The FAA has announced a new format it will require Flight Service Stations to follow in providing weather briefings. In all briefings, pilots will initially be asked to provide "background information." This information should include:

1. Type of flight VFR or IFR
2. Aircraft identification or pilot's name
3. Aircraft type
4. Departure point
5. Route of flight

6. Destination
7. Altitude
8. Estimated time of departure
9. Estimated time en route or estimated time of arrival.

The FAA requires each specialist to follow this briefing format:

1. Adverse conditions (VNR)
2. Synopsis
3. Current weather (including PIREP's)
4. En route forecast (summarized)
5. Destination forecast
6. Winds and temperature (summarized)
7. Aeronautical information (NOTAMS, etc.)
8. Request for PIREP's
9. Closing statement

It is anticipated that this procedure should speed up the briefing by not making the specialist ask for each increment and it should assist the pilot in receiving the briefing since the format can be anticipated. Not every request for weather requires full background information — it is still possible to request specific reports or information even if you don't wish a full briefing.

2,500 copies of this public document were published at an estimated cost of \$.24 per copy, for a total cost of \$598.55, which included \$459.55 for printing and \$139.00 for distribution.

MEMBER NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



P.O. Box 5178
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February 1983

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Helena, MT 59604